

INFORMATION REPORT

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25X1A
30 JAN. 1952

COUNTRY USSR (Moscow Oblast)

SUBJECT Moscow-Ramenskoye Airfield

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INFO.

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1. The Moscow-Ramenskoye airfield had several runways, the surface of which was estimated to be about 50 cm thick. (1) The first layer, which was 20 to 25 cm thick, consisted of coarse stones about double the size of a fist or larger; the middle layer, of about 20 cm, consisted of concrete with inserted white stones not quite the size of a fist; the top layer, 10 to 12 cm thick, consisted only of cement. The runways were not reinforced. The expansion joints were filled with tar. The runways were provided with drainage facilities.
2. Four or five trucks near the radar set were fitted with a dipole antenna, intermittently moving to and fro. (2) The two or three radar sets fitted with a parabolic reflector about 2 meters in diameter were also in operation intermittently. The surface of the reflector was perforated. These radar sets had English lettering on them, and were operated by officers, including older ones, who did not seem to take good care of their sets in good weather.
3. When one of the jet planes crashed at the field source noticed that the engine casing was about 1½ meters long and 40 cm in diameter. (3)(4)
4. For four weeks in July/August 1947 a four-jet plane made unsuccessful attempts at taking off. (5) Subsequently it was housed in a hangar of the field until September 1947. It was believed that the runway, which had a length of 1½ km, was too short.
5. The alleged V-1 and V-2 missiles actually were German missiles of various designs which source was unable to describe accurately. (6)

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Comments.

- (1) Since the observations were made long ago the measurements stated must be received with reserve. From the data on the bottom layer of the runways it is believed that they were hardly serviceable for bombers with more than 30 tons weight, particularly since the field was partly on swampy terrain.
- (2) For sketch of radio truck, see Annex 1.
- (3) For sketch of crashed aircraft, see Annex 1.
- (4) For sections of power plant of crashed jet plane, see Annex 2, sketch L. An axial-flow compressor seems to be concerned, an assumption which is supported by the detail sketch of such an impeller, although this part has not been drawn.

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is not

correctly, and the arrangement of the blades/one behind the other. The stated measurements of the engine are too small, which may be explained by the fact that its sections behind the combustion chambers were not noticed.

- (5) For sketch of four-jet aircraft, see Annex 2, sketch 2. There is a possibility that these observations were made in connection with the first experiments undertaken with IL-18 planes fitted with the then rather low-powered axial-flow power plants. This type was extensively discussed in technical publications of the Western World. To date it has not been confirmed as being in use with tactical formations.
- (6) For sketch of such a German missile (automatic piloted plane?), see Annex 2, sketch 3. The sketch is incomplete. Experiments made with such missiles suspended from four-engine Tu-4 planes have been repeatedly reported from Ramenskoye. The sketch is believed to represent such a "parasite fighter" as allegedly seen there. The purpose and design of such missiles has not yet been sufficiently clarified.

Attachments:

1. Sketch of Radio Truck
Sketch of Crashed Aircraft
2. Sketch of Jet Engine
Sketch of Four-Jet Aircraft
Sketch of Missile

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